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THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume VIII • Number 4



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Vol. VIII, No.4 • January 1990

• William E. Olson, Editor •

• 842 Mission Hills Lane, Columbus, Ohio 43235 •

• Club News •

I received a number of Christmas cards from members, for which I thank the senders. (Next year you may send presents.) Curiously, only one was an "old-car" card, and the majority depicted steam locomotives. Perhaps not so curious: if one is intrigued by one sort of 50-year-old mechanical contrivance, why not others? I suspect there are quite a few steam fans among us, some of whom would like nothing better than to own and "drive" their own locomotives. I wouldn't mind it myself. Indeed, one of us — Mike Eagleson (#397) — is (or was) part owner of a steam locomotive, the former Canadian Pacific No. 2839. At least one other of us — Ed Lafleur (#175) — has a steam car (a 1921 Stanley, in Ed's case).



Set forth below is my annual tabulation of the vocations, callings or businesses of those members who filled out the "Optional" part of the 1990 roster info form. As in the past, the categories are more-or-less arbitrary, and make use of several generic classifications. In some cases, the responses were a bit unclear, and I did the best I could, putting several under "Misc. Other Businesses." Also as in the past, an attempt was made to distinguish, where possible, owners of businesses from employees of corporations. Thus, for example, "Auto Parts" is intended to include owners of such businesses, whereas a person who is — say — the manager of a NAPA store would be listed under "Managers." Where there were several persons in a particular category, that is broken out separately: "Auto Parts" is thus distinguished from other "Retail Businesses." The latter includes a variety of stores from jewelry to pizza, which I lumped together to avoid too long a list. Likewise, "Crafts" (carpentry, sheet metal work, auto repair, etc.) and "Contractors" (house construction, plumbing, etc.) are grouped together for the same reason. However,



Founded by Dave Lewis in 1980





COVER CARS



FRONT COVER: Unlike last summer's Hauptmann Bettwäsche picture, folks, this one's the genuine article. The '38 Roadmaster is parked in front of the Presidential Palace in Estonia, and the photograph was in all probability taken in late 1938 or 1939. Estonia is one of the "Baltic Republics" that are now part of the USSR, but at that time it was an independent nation. The country has had a checkered history: it was once part of Sweden, was conquered by Russia in 1710, became independent after the Russian Revolution in 1918, was again annexed by the USSR in 1940, and was occupied by Germany during World War II. According to Bill Shipman (#617), who loaned me the photo, "the President of Estonia at that time was Konstantin Päts; while nominally President, he had by 1938 acquired dictatorial powers and is now a national hero. Whatever his politics, his taste in motor cars was obviously first rate." The car appears to have had a set of those "flipper arrow" turn signals fitted on the cowl section, and a modification to the rear door handles; unlike most European Buicks, it also appears to have kept its U.S. headlights. A guard appears in the portico behind the car. The reverse side of the photo is marked, in German: "Vor dem Schloss des Staatspräsidenten" ("Before the palace of the national president"). Thanks to Bill Shipman for this interesting bit of history. I suppose the Germans may have commandeered the Roadmaster during the War, as they did numerous other American vehicles.

BACK COVER: 1938 Buick Century and 1937 Chrysler Imperial two-door sedans, as operated by the California Highway Patrol, complete with portable warning lights. Unfortunately, the Patrol reversed the composition we would have preferred when it made the photograph. It appears that the Buicks had sidemounts, although the Century's front fenders are partially obscured in this picture. (See the story by Thomas Schuttish in this issue; photo courtesy of The California Highway Patrol.)

there are several callings that could not easily be fit into groups, and these are listed separately. "Retired" is the largest single category, and is about 16% of the total — very close to the percentage for the population at large. Whatever its failings and discriminations, the list is not intended to be a precise census, but only to show — as it certainly does — that there is room in the hobby, and in our Club, for everyone from the artist to the zoologist. No degree, license, oath, income level, family ancestry, nationality, creed, or other indicia of status is required for admission — only a sincere interest in certain automobiles. That, to me, is the best thing about this and the other car clubs to which I belong.

Art; design; photography	3	Auto repair	5
Accounting	4	Auto restorations	4
Architecture	1	Banking; finance	5
Auto dealers and sales	5	Civil and postal service	14
Auto parts	4	Clergy	2
Auto recycling	1	Consultants	2

Contractors (buildings; painting; plumbing; etc.)	16	Manufacturing	10
Crafts (tool & die; carpentry; pipefitting; etc.)	25	Medicine	7
Data Processing	2	Misc. other businesses	11
Dentistry	4	Optometry	1
Education	13	Pharmacy	3
Engineering	21	Pilots (aircraft)	1
Exterminating	2	Printing	4
Farming; ranching	5	Radio; TV; films	2
Firefighters	2	Real estate	4
Funerals	1	Retail businesses	14
Insurance	2	Sales; purchasing	16
Investments	6	Science	1
Journalism	2	Surveying	1
Landscaping	1	Technicians (electronics; dental labs; etc.)	10
Law enforcement	5	Trucking; freighting; limousines	7
Lawyers	6	RETIRED	53
Managers; supervisors (various)	20	TOTAL	324

ENGINE REBUILDING

"Engine Rebuilding" author Paul Culp (#508) reports that his business has been so busy he has had time for nothing else. Such is the sordid nature of money-making. Hoping to free him from these economic shackles, I bought Paul an Ohio Super Lotto ticket, but he didn't win. (If I were superstitious, I'd be starting to believe that the award we gave Paul at the Eastern Club Meet was a jinx, as the poor fellow has had all sorts of headaches ever since.) Consequently, "Engine Rebuilding" is not ready to resume, and we are somewhat short of technicalia in this issue. I have, however, filled the space with other interesting, provocative and entertaining matter.

VIDEO NEWS: SHAZAM!

David Paulisin (#704) went off to a video store to rent some stuff for his kids to watch during Christmas vacation. He came home with, among others, The Serial Adventures of Captain Marvel, starring, in the title role, Tom Tyler. (Remember him? No?) So, why are we telling you this? It turns out that these tapes (two of them) show all sorts of neat 1930s cars, including a 1937 Roadmaster convertible sedan. (In the 1930s

and 40s every local movie house showed "serials" on Saturday afternoons. These were programs for kids that showed series of episodes featuring various heroes. Of course each episode ended at a precarious point, the object being to get everybody back in the theater the following week.)

David, a '37 80-C owner himself, found it quite a thrill to see his "own" car in action. (There are also several good dash and interior shots.) He recommends episodes 3, 4 and 5. In one of these, the 80-C, with sweet young thing aboard, rolls out of control down a parking ramp. A wall looms ahead — hold on to your torque balls, Robin! At the last second, Captain Marvel saves the day!

David noticed that during a good bit of this action there was no rear view mirror in the 80-C. At the end, the mirror had miraculously reappeared. He surmised that the camera was in the back seat and would have been visible in the mirror.

"It was fun running the tape back and forth," Dave says, "as the kinds were yelling at me to stop before I broke the VCR." (Sound familiar?) He finally gave way to the Teenage Mutant Ninja Turtles.

WE PROCEED — TEMPORARILY — TO 1940

You may recall that in Issue 3 we mentioned the 1940 Limited convertible sedan (model 81-C) used in the movie "Casablanca" and now owned by member Arthur Sommers (#464) in New Jersey. The car has its original cloth interior, with several cigarette burns in the seats. His secret out, Art came up with a photo of the car and this engaging commentary.

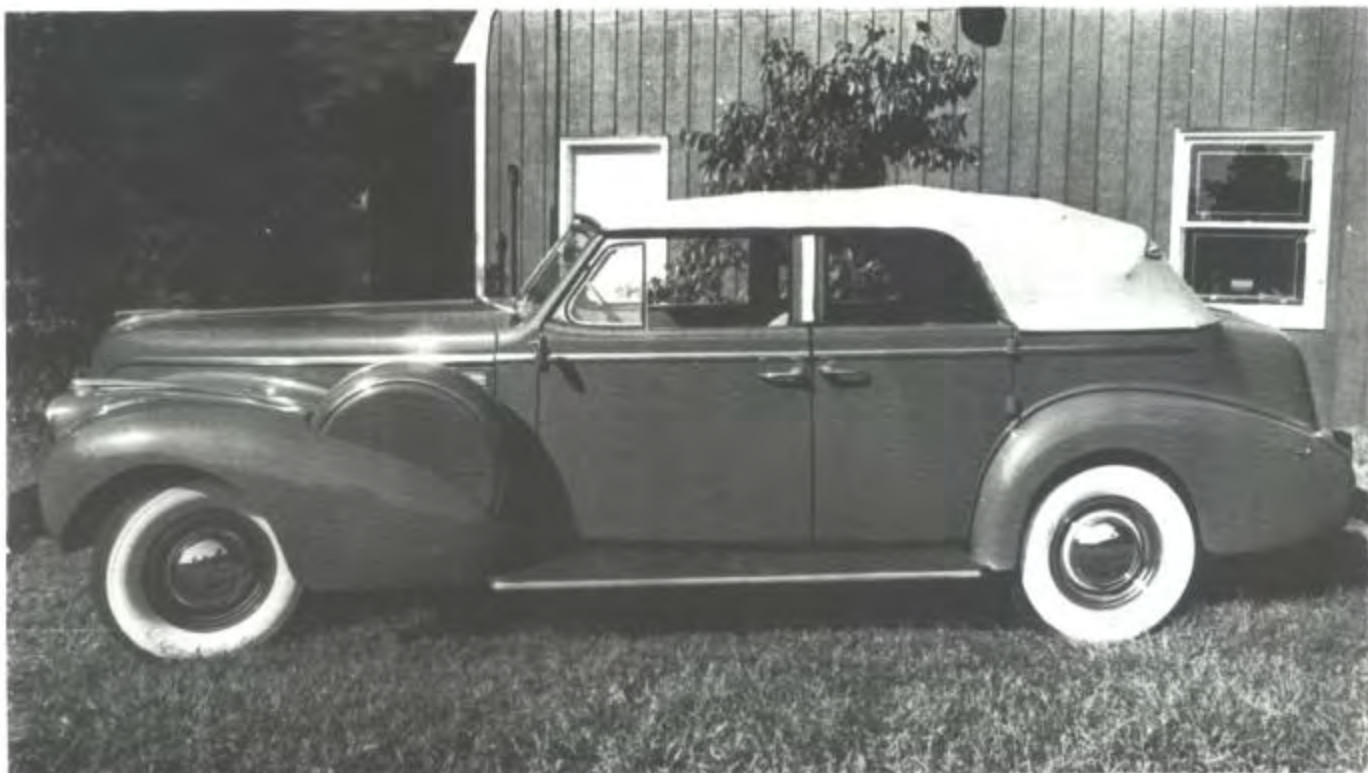
"The car is a real beauty, totally restored except for the interior, which is completely original, burn holes and all. I just had the engine out and redone plus detailing. This completed the restoration although the car has only 41,000 miles. Actually, this car was in many movies besides "Casablanca". It was purchased as an executive car for Warner Brothers VIP's. When it was needed, it was available for movies: "Casablanca", "Desert Fox", etc.

This last August one of our local B.C.A. club members got married and we used the car for the bride and groom. The wedding had a total of 15 antique Buicks. All the way home cars were blowing horns and waving to us. When I pulled in the garage, I realized we had left a 2' x 3' "Just Married" sign on the rear of the car!"

Art said he hoped I'd print the photo, notwithstanding the car's not being either a '37 or a '38. This seemed a reasonable enough request: we did, after all, once show a 1927 Pierce-Arrow without any such glorious history as the '40 Limited can claim. "Perhaps," Art told me, "you could bless it with poetry or an ode." Never one to shirk that kind of challenge, I have composed and give you herewith the following.



Bill



ODE TO AN 81-C

If you've had a wish or hankah,
To see the car from "Casablanca,"
It's here, complete with burn-hole seats,
The car that witnessed mighty feats
Of acting on the movie sets.

This Buick could us all enthrall
With tales of Bogart and Bacall;
Would it could speak, for then we'd know
Whose ashes fell there long ago,
While driving through the movie sets.

Was it a Warner? Bogart? stand-in?
Who were the stars who had a hand in
That careless flicking off of embers?
I'll bet that Limited remembers
Cigars smoked on the movie sets.

Now it's retired, out to pasture
With Arthur Sommers. You may cast your
Vote in vain, for burn-holes' history
Will remain an unsolved mystery
From days upon the movie sets.



"In My Opinion..."

COMMENTARY

By Lewis Cohen

On Auctions

By way of background, I guess I can say I've been in this hobby since 1967. That's the year my Mother's 1955 Buick Century threw a piston after 135,000 miles. I had recently graduated from college and had funds to buy another car, so I did that, but I also decided to rebuild the engine in that '55 and I think it was \$700.00, soup to nuts. I still have the car (along with six other Buicks).

I've been to my share of auctions, including the 1st Annual Kirk White Auction in Radner, PA in 1971 (as I recall he went bankrupt). My wife and I sat there and thought the buyer was nuts to pay \$48,000 for a Murphy bodied dual cowl Duesenberg! The point is, while I have never bought a car at an auction, they are exciting and they do serve a purpose if you are a serious buyer or seller. No question, they stir up the values with the press coverage, etc., but I do think that as a rule rather than the exception, the numbers you read about are not contrived or fictitious. They are simply a very visible manifestation of what has, and is continuing to happen to the values in general in the hobby.

There are many factors that are causing the dramatic price increases we have seen. Consider, if you will;

1. The realization that these automobiles will never be built in this unique, individualistic way again. The recent crop of look alike boxes has only intensified this awakening.
2. The fact that there is a limited supply with increasing demand.

"Another Harangue" in the last issue produced several comments. The longest and most thoughtful was by Lewis Cohen (#584), who is a certified public accountant and tax consultant in Connecticut. Lewis makes a number of interesting points, some of which had not occurred to me. I think you'll find his commentary worth reading.

3. The relatively new concept that these automobiles can be excellent investments. Yes, it is sad. It is especially sad for the auto lover who wants these cars for what they are as cars, not because he wants an investment. He is priced out of the market! He must compete with megabuck "investors", and probably cannot. Why is this?

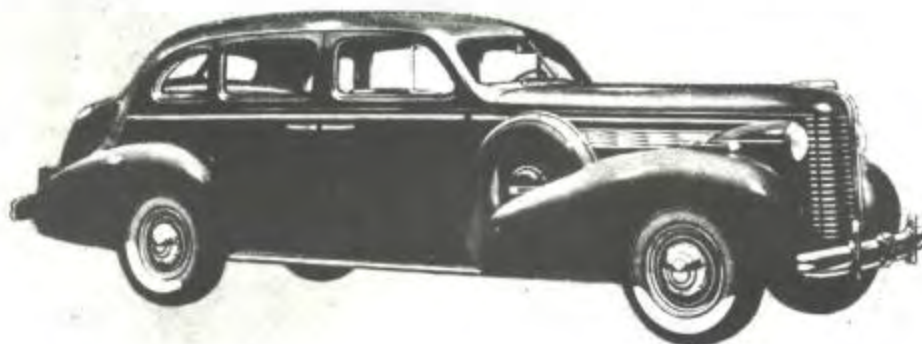
It is due to the recent entry of the international set, the Japanese, Germans, Swiss, etc. into the Market who pursue these cars, usually top examples, as investments and also as reflections of America's past manufacturing and styling culture and nostalgia also.

It is due to the fact that in general terms, the major free world powers are awash in American dollars and looking for a place to put it in a hard asset that cannot be reproduced (made common), counterfeited (as a rule) and deflated at a governments whim - as currency itself can.

It is due to the fact that there is a growing realization that the automobile collecting hobby is really still in its infancy. Have you considered how long early American furniture, as an example, has been collected. Over 100 years! How old is this hobby? 20 years?, 30 years old? The point is, from the historic standpoint, the hobby as we know it is in its infancy. In todays dollars, appreciation of 1000 to 5000% would be easily attainable if your grandfather had bought early American furniture in 1890 (which would have been 1790 manufacture dates).

There is another factor also, and that is one that was not a consideration in 1890 or even 1920. It is the fact that the taxing authorities have not yet been able to develop an effective way to track sales of these items and tax the profits, so that to a large extent, especially in private transactions, the profits on resale are untaxed. Certainly this is an added incentive to the investor, speculator. Storage and maintenance available, what a wonderful way to put money to use. The investor gets to enjoy his possession and at some point cashes out, tax free. Merely as an aside, you probably know that the largest denomination of U.S. currently in daily public use is the \$100 bill. But, there is over 1 billion in \$500 and \$1,000 bills that have never been turned in to the Treasury. (If a Federal Reserve Bank takes these bills in, they do not reissue them to the public). Where do you suppose all this money is? In non-recorded asset transactions.

Anyway, I am degressing a little. Point is, while there will be blips up and down, the long term implications are higher values over time, and what that ultimately means is the hobbyist who is not a speculator will find it harder to compete and own the car of his dreams. But, it isn't much different than the American dream of home ownership, which is so out of reach of many. (And the collector car is not a necessity). I think the



trend will continue and ultimately, the "hobby" will have less esprit and sense of comradeship than it does today, as the investor speculators take over. I don't think there is much we can do about it. I might also add that we all contribute to this. While I truly do consider myself a car lover and hobbyist, (I have never sold a car), I do not know of any of my fellow collectors who sold a car for anything less than the absolute most they could possibly realize. So in that regard, we are all guilty. I think its called human nature.

Needed: A Lobby

I agree. Regardless of your personal preferences one organization should be funded to represent the hobby in legislation, and lobbying. I have some real fears about the future costs of ownership of these cars. I think that the property taxing authorities would love to get these cars on the tax lists at "Full Value" and this is going to rear its ugly head more and more as the Townships cast about for new sources of tax revenues. This is especially true in areas of the county where the real estate market is undergoing deflation rather than appreciation. Certainly, it is true of the northeast presently. Our town has a maximum value of \$500 for cars which carry antique registrations and that is very acceptable. That's about \$18 here. But this is due to some fairly vocal and active car collectors in our area. Knock this out, or revise it to be 25% of value and all of a sudden a '50 Buick Convertible you bought in 1978 for \$2,800 and fully restored and which is now worth \$30,000 suddenly has a \$7,500 valuation, and by the way, you owe 15 times \$18 which is \$270 and its only the camels head in the tent. The following year its 50% of value and you get the idea. We do not have one unified organization for these purposes, and I think we need it.

Of course, if you're very wealthy, you can presently become a tax exempt museum by applying to the Internal Revenue Service, buy yourself a display facility, no real estate tax to be paid since "nonprofit", and amass your collection even free of sales tax. You'll worry about how to realize (sell out) the value 20 years from now. There's always a way, but not always a way for the average citizen. Financial "clout" always helps in anything!



EDITOR'S COMMENT: As I said at the beginning, this is a very interesting and thought-provoking article, and thanks are due Lewis Cohen for setting his views down so well. I do not altogether agree with him; however, if everyone agreed with everyone else the world would be, in my view, insufferably boring. To say that prices are going up because there is increasing demand and a limited supply, does not tell the whole story. That the "old-car" hobby is becoming more and more popular cannot be gainsaid: one look at Hershey, or Carlisle, or the Charlotte Auto Fair today, as compared with those events 10 or 15 years ago (or even five years ago) will show you that. There is, however, in my view a conscious effort being made, by people who seek to profit from it, to stimulate demand artificially by promoting the antique car as an investment.

I am not persuaded that antique cars are investments--or at any rate that they are good investments. The guy who bought the Duesenberg in 1971 for \$48,000 has made a potfull of money, no doubt about it. So have some other people who have bought and sold cars. Most people, however, have not made money with antique cars--more likely, they've lost it. In my opinion, they

will not make money--or as much money-- in the future, at least on the great majority of pre-1955 cars. Foreign nationals who have lots of dollars can buy Duesenbergs and '59 Caddys--and Picassos--if they want to, but I'm not sure they'll make money either. (That may not be their goal, however.)

Let us say you have \$15,000--a figure most of us can relate to. Let us say further that you persuade me to part with my '37 Roadmaster for that--which could very well happen if Number One Son does not get assistantship for graduate school. Tuition payments aside, I could buy a five-year CD with the \$15,000 and have \$23,000 in 1995, or \$35,500 in 2000 (assuming an annual interest rate of 9%, which is readily available, and the reinvestment of all interest). Assuming you as buyer can't or don't cheat on sales tax, you'll have to pay about \$900 in sales tax right up front, plus at least \$150 per year to insure and license the car, plus store and care for it. Even if the storing and caring are free, you must sell the car in 1995 for \$24,650, or in 2000 for \$37,900, to do as well as I did. Will a '37 Roadmaster sedan be worth \$25,000 in 1995? \$38,000 in 2000? Maybe, but I think the trend of the past five and 10-year periods says no. (I could also pick a few good stocks and do a lot better than I would with the conservative CD.)

Wait a minute, you say, Uncle Sam is gonna nail me for taxes, and you'll sell the car tax-free. (A good point made in Lewis Cohen's article.) OK, I will reduce my gain by 33%: \$20,300 in 1995, or \$28,735 in 2000. Or, I will put my money in a tax-exempt fund, yielding 6.5%: \$20,550 in 1995, or \$28,150 in 2000. You will need to sell the car for \$22,200 in 1995 to match what I did tax-free. (And, if you live in a jurisdiction with a personal property tax on cars, the figure must be higher by the amount of the taxes you paid on the car.)

Perhaps '37 Buicks will sell for \$22,000 plus in 1995 and \$29,000 plus in 2000. If so, that will show only that they have been no better "investment" than the most conservative tax-exempt fixed-income securities. Stating the proposition another way, the '37 Roadmaster sedan must increase by about 47% in five years (assuming sales tax at 6% is paid on its purchase and it is licensed and insured during the period) to match a tax-exempt bond fund, or about 93% in ten years. It will be interesting to see whether this happens. It will also be interesting to see whether Uncle Sam figures out a way to trace and tax cash sales of antique cars. If he does, the percentages above will be 67% and 153%.

If "high-roller" transactions in big name cars push prices of all antique cars up, those that already have cars may benefit, but persons of moderate means who may wish to enter the field or add to their "collections" may be priced out.

Number crunching and speculation about the future aside, I think we would all be much better off if the hyperbole about auctions, and prices, and investments ended and prices rose no more than the rate of inflation. This started out as a hobby and it ought to remain one.

In following issues, we will return to the subject of government regulation and taxation.



SHOWS & EVENTS

TOURING THE NASHVILLE, TENNESSEE AREA IN "RACHEL" ON THE 1989 CHROME GLIDDEN TOUR By Albert Pavlik, Jr. (#62)

Many of you are experienced in participating in various shows with your car. Therefore, you know the care and work required prior to entering. You also know of the boredom (after the first few shows), and the frustration, especially if your car doesn't win a trophy. Also, if your wife doesn't share your high degree of appreciation for the cars and the show's related activities, you both may be looking for other ways to find enjoyment with your antique car.

An alternative activity with your antique car is to participate in a tour. Here, you are using the car as it was meant to be used. You are driving it. And it's a great way to spend a vacation. A whole week, surrounded by other antique cars and with people with the same interests.

Last July 9 through 14, my wife Eleanor and I participated in the eighth Chrome Glidden Tour in Nashville, Tennessee. The tour was sponsored by the Veteran Motor Car Club of America.

The Chrome Glidden Tour was started in order to generate interest in touring with cars that were trimmed in chrome from 1935 to 1964. This compares to tours for "Brass" and "Nickel" year cars. The "Chrome" tour was originally created to cater to younger persons who owned these cars, but now includes people of all ages. Eleanor and I were the tour directors of the fifth Chrome Glidden Tour held in Steubenville, Ohio in 1986. We have attended four of these tours and have had a fabulous time on every one.

We started out early on Saturday July 8 from Steubenville, Ohio with Rachel (our 1938 Buick 46 Special coupe) in the closed trailer. Now I know that many of you frown on trailering your cars but there are a few practical aspects. First and foremost, there is the distinct possibility of breaking down along the way or on the tour. In either case, if it is major, you are faced with the problem of getting your car home. This just happened on a tour earlier this year when our 1924 Buick lost the clutch in Oswego, New York while on the Nickel Tour. Secondly, when the weather is extremely hot and humid, you'll appreciate the air conditioning in the tow vehicle. Thirdly, your trailer can be used as a garage every night on the tour, thus saving you from washing or wiping off the dew every morning. Even if you can't afford a trailering rig, however, the Glidden Tours are practical and fun, and many people drove the whole way.

We proceeded uneventfully (the way I like it) thru Columbus, Ohio, thru Cincinnati and stopped for the night in Louisville, Kentucky. While at the motel, I noticed a couple checking in, who were driving a black 1950 Mercury Sedan. Upon approaching the car, I recognized the couple as having participated on our Chrome Glidden Tour in Steubenville. Amazing how small the world is.

Sunday morning, we again started out early for Nashville. Along the way, I spied a car and trailer ahead with a maroon 1961 Corvette Convertible. After catching up to it, we found that it was our friends from Madison, Ohio that we met on another tour last year. Boy, was the adrenaline starting to flow. Fun times ahead.



"Rachel" in front of a 1930s-style house in Steubenville, Ohio. Al has several old cars, all of which have Biblical names.

We arrived in Nashville around Noon to find the parking lot at the Park Suite Hotel rapidly filling up with cars from 1935 to 1964. The parking lot was large enough to accommodate the cars and the trailers. When we pulled in, we were greeted by the tour registrars and friends from previous tours. However, even if this was your first tour, you were heartily greeted and made to feel accepted. These people were not aloof and standoffish. That's what makes it so much fun. The people.

Sunday evening, we held the opening banquet and it was really getting acquainted and re-acquainted time. A good way to break the ice and start the tour.

During the week (Monday through Friday), we had choices of numerous interesting things to do and places to visit. We had passed by Opryland a few times before and always wanted to stop, but were in too great a hurry. Here finally was the opportunity, and we enjoyed it thoroughly. We also visited The Hermitage (home of Andrew Jackson), Music City USA, The Twitty City complex (which includes Conway Twitty's '57 Thunderbird), Franklin, Tennessee (the site of a great battle of the Civil War), the Country Music Hall of Fame, the Tennessee Botanical Gardens, and several other places. At Belle Meade Mansion, I made the mistake of asking who Belle Meade was. I'd already seen a number of things associated with people with whom I wasn't familiar, and thought Belle Meade might have been one of those legendary heroines of the Civil War. However, I learned that "Belle Meade" means "beautiful meadow." This plantation is world-renowned for breeding race horses, including "Secretariat" and many others. The Village of Bell Buckle (pop. 500) provided a field day for the ladies, with all kinds of antique and craft stores to take their money. But that seemed only fair: after all, think of the money you spent on the tires you just bought. We also enjoyed a river cruise and lunch on the

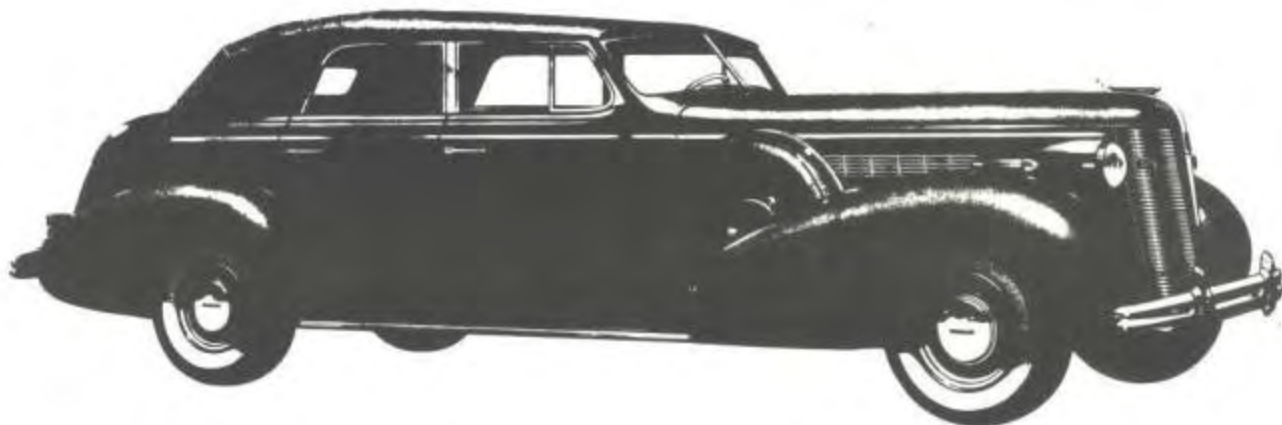
steamboat "General Jackson," and a show at the Grand Old Opry; even though we're not "country music" fans, this was fun to watch, and included Minnie Pearl and Roy Acuff — I had heard of them. You've probably seen those Jack Daniels Distillery ads showing the town of Lynchburg, Tennessee. Well, we were there, too: very interesting, but no free samples.

In some cases, there was a choice of a driving tour or a bus trip; or you could decide to just hang around the swimming pool at the hotel. Thus you could suit each day's activities to your mood or preference. There were 93 cars on the tour, and only two dropped out. All of the driving events together totalled about 500 miles.

On Friday evening, an Awards Banquet was held, at which awards were given to about 20 outstanding cars. We returned home on Saturday, driving approximately 650 miles in 16 hours.

A few words about "Rachel". She performed flawlessly. I bought her at an auction in Pittsburgh in March of 1979. At that time she was an amateur restoration with enamel paint and black tires with portawalls. However, she was very strong mechanically. I have driven her to the 1984 Glidden tour in French Lick, Indiana (450 miles each way plus the tour) and to many other shows and tours. In 1982 the engine was bored to 80 thousandths due to cylinder scoring. In 1986, she was restored professionally with body work, paint rewiring and new rubber. She was also reupholstered by Hampton Coach and fitted with new wide whitewall tires. She really looks magnificent and drives beautifully. She is what a Buick should be.

The next time you see an advertisement for a tour, think about it. What a wonderful way to take a vacation. You might get hooked on them as we are. This year we are attending four National Tours and we look forward to each and every one of them. Come join us.



COPING WITH ADVERSITY

Almost everyone, it seems, has a friend or relative who sends out a Christmas newsletter. These are of course variable in content, and I suspect that in at least some cases the "news" thus reported is of considerably greater interest to the senders than to the recipients. This past Christmas I received two such messages which I actually read: one from my sister, and one from Club member Darryl Comstock (#614) of Albany, Oregon. The latter is, to say the least, an out-of-the-ordinary example of the genre, as a good half of it deals with Darryl's acquisition of a '37 Century. What his relatives think of such news is unknown, and none of our business in any event; however, I thought the story merited your attention, and it is set forth below exactly as received, complete with Darryl's notes to me in the margins. He has, as you will see, coped successfully with adversity. Whether one attributes that to the power of prayer, to luck or fortunate coincidence, or whatever, is to my mind a matter of individual choice. People tend to get what they deserve, and Darryl and his wife Betty are obviously deserving of good fortune. I feel sure they will continue to enjoy it.

From Darryl Comstock's Christmas Newsletter

Dear Loved Ones:

you too, Bill!

CHRISTMAS 1989

It's in the garage.

Buying one may not make a lot of sense to you. Most people want a new car, not an old one. Then why? Perhaps just the standard male obsession for automobiles as seen through glasses with "good old days" stamped on roseate lenses. (They really don't make them like they used to--fortunately.) And it is fun to have people grin and give a thumbs up or tell me about the one they used to own. Or perhaps it's the thrill of owning something nearly as old as I am that is still running.

Bob
Tweax,
#35

Betty has been very understanding through all this. (She believes it could have been worse as I am also rather fond of old locomotives and steamships.) And so she was ready to go with me in July when a fellow member of the 1937-38 Buick Club told me of a '37 Buick Century 4-door for sale in Walnut Creek, California. On a Sunday we drove down in the '70 Mustang convertible and bought the car the next day. Although there were defects (no directionals, broken gas guage, wipers, heater/defroster, and most lights), the car seemed solid, the engine ran well, and it had new upholstery and tires. I had to get back to work, so the plan was to leave right away for home.

After the paper work was completed, my longtime friend Jim (Jim and Nyla McBride live near Walnut Creek) and Betty drove onto the freeway in the Mustang while I followed in the Buick--for about a mile until it died going uphill in heavy traffic. The Mustang towed it to two

service stations, the second of which advertised "Mechanic on Duty." The claim was exaggerated. The young fellow's reaction to the challenge was to stand staring in awe at the 320-cubic-inch straight-8 overhead-valve engine and repeat: "That sure is an old car, ain't it?" Yep.

It was nearing 3:30 P.M. With increasing gloom I tried the yellow pages. Thousands of auto repair listings swam before my eyes. Despondency deepened as I calculated the odds of finding a nearby shop that had both an opening and a willingness to start work on an ancient auto only an hour or so before quitting time. I did the only thing I could think of: I prayed. And since the situation was in no way God's fault, it seemed to me that a generous portion of humility was in order (although that is true in all my dealings with Him).

"Lord, this whole thing must look pretty foolish to you. I had no right to buy a 52-year-old car that hadn't been run much in ten years and expect to drive it 600 miles home. If there was ever a sinner in need of your grace, here I am. Please help us if you will. Amen."

Idea. I asked if there was an auto parts store nearby. Only one, just down the street. Before long I was asking the kid at the counter if he knew of a mechanic who might have an opening that afternoon for an antique. He jerked his thumb over his shoulder. Through an open door to the rear was a fully-equipped repair center with a service manager and a mechanic, standing around waiting for a customer. The Buick was towed in and the mechanic (a man of mature age, like me, who inspired confidence) went to work. "Needs a new fuel pump, but no one will have one for a car this old." Despair. "Could put on an electric pump." Hope. "But don't know where to get one that's for 6 volts." Despair. "We'll call around anyway." At the third parts store, a single dust-covered sample still sat on the shelf. Hope.

By 5 P.M. it was hooked up; but no start. The new pump clicked frantically, but no gas reached the carb.

Despair. The owner of the firm had joined the service manager and the mechanic. When I mentioned quitting time, he said, "Don't worry; we'll get you on the road before we go." He turned to the mechanic, "It's sucking air. Get some copper tubing, make a hole in the gas-tank fill pipe under the fender, and run it into the tank. Hook the pump to that." Within an hour we were on our way!



Bob Ripkin, #76

We spent the night at Redding and the next morning assaulted the mountains at Shasta Lake. Climbing summer mountains in an old car is risky business. A club member had warned us to carry extra water. "Watch out for the Siskiyou Summit. If your guage is 180 degrees or more before you start the last ten killer miles, cool her down first." The Buick wasn't worried. She sailed over the top in high gear; the Mustang boiled over.

There is one little glitch. The seller had removed the running boards. No problem; he had four of them, which we wrapped in blankets and laid over the seat backs. Weeks later I took a closer look. All four are for the left side. If anyone knows where we can get . . .

WANTED!

California Highway Patrol Cars

By Thomas Schuttish

I've done an extensive research job on the use of 1937 and 1938 Buicks by the California Highway Patrol. I came up with some information but not much.

My research included (1) discussions with numerous CHP personnel; (2) searching 1937 through 1940 issues of the California Highway Patrolman, the house organ for the Association of Highway Patrolmen; and (3) discussions with persons at the State archives.

The best thing I found was the enclosed photograph of a 1938 Century Model 68 with a 1937 Chrysler. I hope you run it full page so us Century junkies can read the word "Century" on the hood louvre. This photo was given to me by the public relations department of the CHP. Please return it. I'm sorry the Chrysler is in the front. By the way, the Chryslers were used to open the Golden Gate Bridge in 1937 (see enclosed photo).

The second-best thing is the enclosed photo from the February 1939 Highway Patrolman. It shows that the 1938 Model 68s had side mounts. The photocopy is probably not good enough to run in the Torque Tube.

The enclosed page from the July 1938 Highway Patrolman with the Buick and the Chrysler photo has some interesting text and roughly dates the glossy photo. I like the second sentence. I imagine they couldn't catch Duesenbergs.

I tried to obtain information regarding the number of '38 Buicks the CHP purchased. Since only 1380 Model 68s were sold for domestic consumption, I hypothesized that a large percentage of them were

SPEEDERS—BEWARE!

Motorists who burn up the highways with their new, high-powered, fast motor cars, have something to worry about in the new fleet of traffic cars now being put into service by the California Highway Patrol.

While the top speed of these powerful cars is not revealed they have been tested to speeds high enough to catch almost any speeders on the highways.

In addition the cars are equipped to get to the scene of accidents rapidly, to render splendid first aid, and to protect other traffic.

New types of flasher signals are shown on the tops of these cars. They are of the flasher type and are

a two-way light so that on-coming traffic will be warned in time to slow down to avoid further trouble that frequently occurs at the scene of accidents.

These new lights may be adjusted to any direction so as to cover the highway traffic on curves and other places. They take the place of flares in many cases though these are indispensable at night as they give a wide arc of light visible for considerable distances.

The inside car shows the location of the red emergency light raised to the cowl for better visibility in traffic.

From The California Highway Patrolman, July 1938.

taken by the CHP. That might also have explained why so few remain. But I could get no information on the numbers.

The most I got on purchases was in the August 1939 Highway Patrolman. There a "CHP Activity Report" stated "There are now 283 automobiles and 496 motorcycles in service." No makes were listed and by that date possibly very few 1938 Buicks remained. The numbers do show that no more than perhaps 20% of the 1938 Model 68s were taken by the CHP.

I talked to several retired Highway Patrolmen to see what they recalled about '37s and '38s. Leo De Los Rios said that the 1937 Buick was a big one for the CHP. He said that they would do 110 top speed and 90 in second gear, making in-town chases a "cinch." I guess the reason was that you never had to shift out of second gear.

Mr. Legrand Jordan started with the CHP in Los Angeles County in 1932. He remembers the 1938 Century because he got into an accident in one.

Finally, a former member of our club, Paul Waaaland, now deceased, told me his 1937 Model 67 was a CHP car complete with markings. I saw his car once and no markings remained. I found in my research nothing on the '37s.



Opening of the famous Golden Gate Bridge across San Francisco Bay, May 27, 1937. The structure of the towers is hidden by a simple Art Deco skin, and the beauty and majesty of the bridge are best appreciated from the air. The main span is 4200 feet long. Two CHP Chryslers can be seen in the photo, along with a phalanx of Cadillacs, Packards and Lincolns.

From the California Highway Patrolman, February 1939. This is quite fuzzy, but you can make out the CHP '38 Century (with sidemounts) in the right foreground. Also interesting is the car-hauling rig, which appears to have a Ford pickup mounted on top of another truck, while a second one is being trailered.



World-renowned Ridge Route, skimming the mountain range between Los Angeles and the north, is as capricious as a fidgety debutante when it comes to weather. The unexpected usually occurs, and those motorists who left Los Angeles' sunshine, balmy ocean breezes and flowers in profusion suddenly met with this storm on February 1. The California Highway Patrol and the Department of Public Works must always be prepared.

(Photo by Sergeant Les W. Ford, California Highway Patrol)

EDITOR'S NOTE: Our thanks to Thom Schuttish for this very interesting bit of history. Some time ago, I learned that both '37 and '38 Centuries had been used by the California Highway Patrol, and on several occasions badgered northern California members to come up with more information. Thom's story shows that if you want something done, you should get an attorney to do it. (He's a tax attorney for Chevron Oil in San Francisco, and had to dig around in the state capital, Sacramento, some 70-80 miles away, to get this material for us.)

In my opinion, Officer De Los Rios' memory of '37 Century performance has been exaggerated considerably by lapse of time. By my calculations, 90 mph in second would be about 6000 RPM; the engine would not last long at that speed, even if it could be achieved, which is extremely doubtful. Speedometers in those days almost invariably read fast, and the error of course became progressively greater with higher speed. Ten MPH was not an uncommon error in the 50-60 MPH range, and if we assume that an observed 90 was in fact 70, and an observed 110 in high in fact 90, the equivalent RPM's would be about 4850 and 3800, respectively. The latter is certainly possible, but even a true 70 in second gear seems to me very unlikely. The '38 Century was a bit faster, and here we have 4500 RPM at 100 MPH. (See sec. 6-8 of the '38 Shop Manual.) Buick claimed to have "clocked" a '38 Century at 103 MPH, and if we accept this as an accurate measurement, 4500 RPM would appear to be the

'38 large engine's practical limit in a normal sedan body -- probably a bit less for the '37 engine. On this assumption, 60-65 MPH in second would be "flat out" for a Century.

An interesting police vehicle could have been constructed by putting 16-inch wheels and the 3.6 rear end used in '38 40-series "Self-Shifting Transmission" cars into a Century. What effect this would have had on top speed is a question I leave to others: it might be little or none, since at higher speeds wind resistance cannot be overcome merely by changing axle ratios and tire sizes. There is no evidence that such a modification was ever tried, although it is clear that 40-series police cars were sold with 60-series 3.9 rear ends.

Thom mentions the relative scarcity of two-door Centuries. A two-door Chrysler Imperial may have been rarer still, although at that time the Imperial was much more comparable to -- say -- the Century or the Studebaker President than to the Roadmaster, Cadillac 65, or Packard Super Eight. The luxury Chrysler in '37 and '38 was the Custom Imperial, which was about the size of the Roadmaster. Chrysler Imperials had a 323 CID, 140 HP eight with side valves, which, like the Buick overhead-valve straight-eight, was used until the first V-8s in the early 1950s.



NEW MEMBERS



PLEASE NOTE: I made an error in membership numbers and originally assigned # 794 twice. Ed Camille has been changed to # 797.
Correct numbers following # 795 are shown below:

Al Kiernan (#796)
58-318 Laurier Ave.
Milton, Ont. L9T 3M9
Canada
416/878-7496
'37 46-C

Kevin S. Anderson (#798)
3061 Stoney Point Rd.
East Berlin, PA 17316
717/259-7823
'38 41

Bernie O'Shaughnessy (#799)
580 Signal Hill Rd.
N. Barrington, IL 60010
708/304-0640
'38 46 '38 41

Thomas B. Colbert (#800)
120 White Park Rd.
Ithaca, NY 14850
607/257-4498

Wendell Parton (#801)
3138 Martell
Rochester Hills, MI 48309
313/852-2609
'37 41

Robert Pruckmuller (#802)
14 Belmont St.
Havelock North
NEW ZEALAND
070-774949
'38 41

Thomas J. Kamide, Jr. (#803)
616 E. Division St.
Syracuse, NY 13208
315/471-0809
'38 46-S

Charles A. Echols (#804)
210 Briarwood Dr.
Christiansburg, VA 24073

Harold F. Dever (#805)
6913 Sparky Way
Louisville, KY 40228
502/239-4251
'37 46

George Canavan (#806)
1035 Robin Hood Ct.
Los Altos, CA 94022
415/967-4909

David Wojdyla (#807)
21 S. Van Dien Ave.
Ridgewood, NJ 07450
201/652-2045
'37 47

By Ray Lawson

musings of a dealer

Maybe our readers would be interested in the other side of the coin--the Buick Dealer who sold your car new. My brother and I were brought up in a Buick dealership which my father acquired in 1930. It was not one of his better moves as the depression was on, no one was buying cars, and Buick was one of the hardest to sell at that time. He had been in the new car business for four years with a Packard dealership when Packards sold for \$5,200 on up.

Buick promised him that if he changed over to them they would have a new eight-cylinder engine in their cars to replace the six in 1930. But, they ran into production problems, and as we all know, they did not get it built until the 1931 models. Dad lost money each year until 1936 when the new models came out that Harlow Curtice had a hand in. Curtice had come to Buick in 1933 from A/C Spark Plug and he was dismayed to see the product he was in charge of. He couldn't do much about the existing models, but he pressured G.M. to give him the small Chevy body so he could cut the price a little. That became the 40 series car, in 1935.

Dad's favorite of all the cars he sold was the '38 Buick, and that included 31 years with Buick as a dealer. The price was right, the styling great, the motor and rear springs improved, and they finally moved the battery out from under the front seat.

The '36 model was not only new, but exciting, especially with the Century line which was introduced in that year. Not many people really wanted to go 100 miles an hour, but it caused a big stir in the automotive world and brought a few people into the showroom. The '38 model was a little refined and became a beautiful car. Unfortunately, we didn't sell nearly as many cars that year as we did in '37 as America slid back into economic recession. Dad brought home a brand new '38 Model 41 one day in the summer and told us he had a red, white, and blue car in the driveway. It was the brightest blue car I had ever seen and with wide whitewall tires and wheels with a red stripe around them, it indeed was a red, white and blue car.

Most of us paint the engines of our cars the required color and touch them up when they get a scratch. Well, the cars we got back then didn't have a painted engine except the very first car we got of the new model. You were expected to put this first car on the showroom floor to show the public and naturally point out all the new features. The painted engine helped to accomplish this. The engines after that were not as pretty.

Each Buick dealer got at least one car by opening day of whatever model he wanted. He was to carefully guard this car from the public until opening day when we were all supposed to rent searchlights and have a big promotion to announce the new car and invite one and all to come in and see it. We didn't

do much promoting, but we did paint the windows so you couldn't see in and maybe hang up a few balloons. The public really did come in. In later years when I was selling new Buicks, it wasn't unusual for us to work 12 hours straight for two or three days and write 10 or 12 orders. Today you don't even know when the new cars come out.

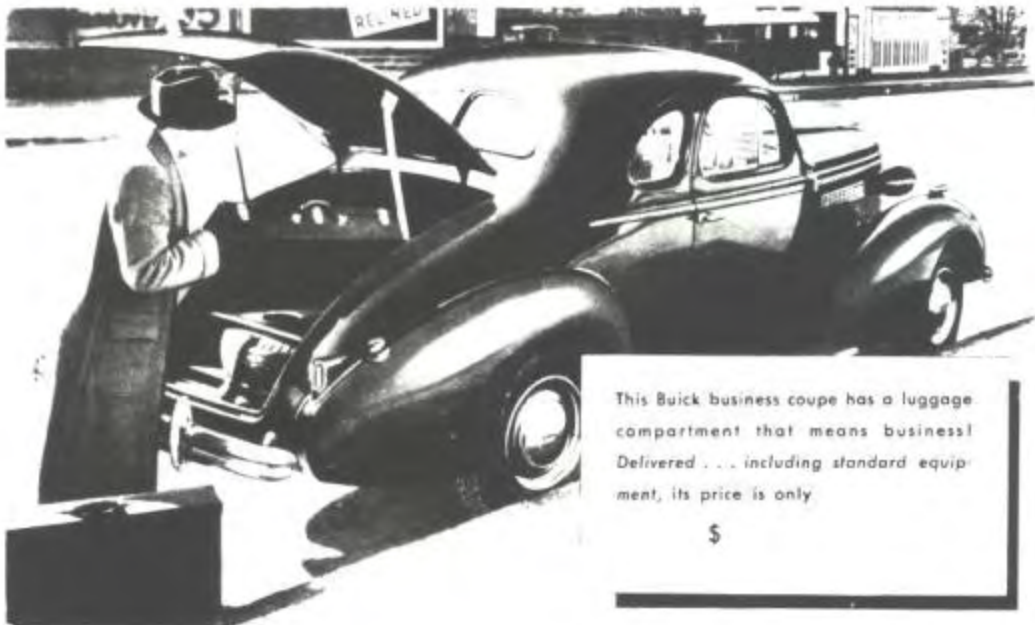
Each dealer usually chose as his first car for opening day a rather sporty model, yet one he thought would sell. There were very few convertibles shown on the openings, except for the largest dealers in the thirties. Dad didn't care much for the 90 series cars (Limiteds) that Buick was so proud of, because they were hard to sell. He usually ordered a coupe at first as it was pretty sporty for its day. He learned to take the required Limited (each dealer had to take at least one) early on, as it gave him the whole year to sell it. He usually ordered the Model 91, as that had the bar in back and not the jump seats. This made it the lowest-priced Limited and, again, easier to sell.

We probably sold more of the Centurys and Roadmasters in '37 and '38 than the average dealer as we had a more affluent area, being in a northern suburb of Detroit. But still, 80% of our sales was the Special Model 41. That was the car that people wanted and we would sell. It also did well on the used car lot if we took it back on a trade in. We made more profit on the larger series cars, but they were much harder to sell off the used car lot. There were no wholesalers in those days to sell your used cars to, so you had to get rid of the used cars yourself, no matter how long it took. Sometimes it took years.

Being only 50 miles from Flint, we would sometimes drive up there to bring home a new car. After all, it saved \$25, which was a lot of money in the 1930's. Buick put a stop to that practice in later years when Curtice found out that Texas dealers were doing it and selling the cars with 2,000 to 3,000 miles on them.



1937 Dealer Postcards. The dealer filled in his price, name and address and mailed the postcards to Buick owners and other prospects.



It was easy to get a G.M. dealership in the '30's. It took all of \$75 to get a Pontiac dealership. You were expected to have about \$50 worth of parts and a \$25 sign. I don't know if that was also true of Buick, but it would be close to that amount.

We took on Pontiac with our Buick franchise in 1933 as Dad could not make it with Buick alone. So for three years we were a dual dealership with two different makes of cars to sell. Then we were told we had to choose one or the other by the new model time in '36. I really don't know why Dad stayed with Buick, as he had sold very few from '33 to '35.

Well, that's how it was in the "good old days" when kids knew every car on the highway. They were hard days, but exciting. We all worked six days a week, and on Sunday most often you would find the mechanics gathered at the garage swapping stories of what they had done all week. I left the dealership in 1958 (a very bad year for Buick) for a more stable life as a school teacher, but missed those days many times.



EDITOR'S NOTE. Thanks to Ray Lawson for an entertaining memoir. This is the first I'd heard about engines being left unfinished. It could be, but I think in most cases the standard of finish on the "opening day" cars was simply a bit higher. Another second generation Buick dealer among us is Guy Bennett, Jr. (#161), who was featured along with his '37 convertible coupe in the BCA Bugle for December '89.

Its PACE is your fortune!



ASK the man who knows the thrill of Buick CENTURY ownership—and he'll tell you it is *pace* that makes this great straight-eight the bellwether car of the year.

But he doesn't merely mean that its quick and quiet valve-in-head engine can get you there in fewest minutes by the clock.

He means it'll spurt you off at the green light or carry you the whole distance like a thoroughbred leaving the selling platters behind.

He pictures the way it eases through traffic—mobile, hushed, adroit, as manageable almost as a pencil in your hand.

He means this Buick's ready to amble or ramble, just as you choose—but ambling or rambling it goes with style, restful, smooth, steady, no fret or labor from the engine, no jolts on bad roads or weaving on the curves.

This great car's got the power to reel off miles like a swordfish running out line. But its very special asset and your very good fortune when you own one, is its ability to do things—anything, everything—in sensationally better fashion than any car you've ever owned.

This car's wheel is always light, its comfort deep, its dimensions big. Its brakes shut down sure and soft as the close of day.

For it's built to be your abiding pleasure—and not until you take its wheel will you ever know how truly it is that. Why don't you go see the nearest authorized Buick dealer now?

NO OTHER CAR

IN THE WORLD HAS ALL THESE FEATURES

★ VALVE-IN-HEAD STRAIGHT-EIGHT ENGINE ★ ANOLITE PISTONS ★ AEROBAT CARBURETOR ★ SEALED CHASSIS ★ TORQUE-TUBE DRIVE ★ UNISTEEL BODY BY FISHER ★ TIPTOE HYDRAULIC BRAKES ★ KNEE-ACTION COMFORT AND SAFETY ★ "HIGH OUTPUT" GENERATOR ★ JUMBO LUGGAGE COMPARTMENTS ★ DOUBLE STABILIZATION ★ SAFETY GLASS

LOWEST PRICE EVER
ON A BUICK
4-DOOR SEDAN!

GENERAL MOTORS
TERMS TO SUIT
YOUR LIKING

WHEN
ENTER NOMINATES
ARE RIGHT BUICK
WILL BUILD THEM

"It's Buick again!"

YOUR MONEY GOES FARTHER IN A GENERAL MOTORS CAR



TECHNICAL TIPS



40- and 60- SERIES POLICE EQUIPMENT

Police cars being discussed elsewhere herein, it seemed appropriate to review the items of special "police" equipment offered by Buick for both 40- and 60- series cars. A higher-compression cylinder head (Part No. 1293271) is listed in the Master Parts Book for '36 and '37 40-series "high speed jobs", but there is no comparable part for '38 (this is probably a function of the changed piston design in '38). In addition, both '37 and '38 40-series cars could be had with the 3.9 Century rear end. Both modifications are confirmed by the 1938 Shop Manual (p. 109). For 1938 40-series cars, Buick and Delco offered a heavy-duty generator and battery for police use. These are described in 1938 Dealer Service Bulletin 2.84, page 63.

United Motors Service is in position to supply special police type generators for all 1938 models as follows:

<u>Model</u>	<u>Package Number</u>	<u>List Price</u>	<u>Police Dept. Net Price</u>	<u>Dealer Net Price</u>
1938-40	1872620	\$50.00	\$36.50	\$31.00
1938-60-80-90	1872621	50.00	36.50	31.00

The above part numbers replace those given in 1938 Shop Manual on Page 12-14.

These special generators are suitable for use with the two-way, short-wave radio system.

Packages are complete, containing generator, special pulley, regulator and installation package.

GENERATORS.
SPECIAL POLICE
TYPE - 1938
ALL SERIES

United Motors Service is able to supply a special heavy duty, 19-plate battery for use with the police special type generator as follows:

<u>Part No.</u>	<u>Description</u>	<u>List Price</u>	<u>Dealer Net Price</u>
19E	End to End Assy. 6 volts	\$19.95	\$13.50

Specifications of this special battery are as follows:

125 ampere hours at 20 hour rate
150 amperes for 20 minutes
5.3 minutes capacity - 300 amperes discharge at 0° F.
4.55 volts on 5 second voltage test
Guarantee - 24 units of service.

BATTERIES FOR
USE WITH POLICE
GENERATORS -
1938 ALL SERIES

Police cars used for city-street patrol work could also have used the three-inch generator pulley designed for low-speed operation. This simply spins the generator at higher speed. It was intended primarily for taxi service, and is described in 1937 Dealer Service Bulletin 2.81, page 76. The three-inch pulley appears to have been used on '38 40-series "police" generators (see '38 Shop Manual, sec. 12-14).

GENERATOR PULLEY 3 INCH-1936-1937 ALL SERIES

A special 3" generator pulley has been released for cars which are driven continually at low speeds and which receive little, if any, high speed driving. This type pulley is especially adapted to cars in taxi cab service but it is not recommended for cars driven frequently at high speeds as it affects belt life.

Installation of this 3" pulley provides peak generator output under city driving conditions, and will be of considerable assistance in keeping the battery charged.

The following tabulation gives the part numbers for the 3" pulley:

1936 and 1937 Series 40	Part No. 1871591
1936 and 1937 Series 60, 80, 90	Part No. 1871606

The new pulley will be available in a short time at United Motors Service.

FIREWALL ID PLATES

Responding to the article in the last issue, several members said that they have observed painted firewall ID plates on 1937 cars in original condition, and it appears that at least some '37s were done in that way. I think the paint tended to come off the plates more readily than off body sheet metal, but I have seen '37s where the plates appeared not to have been painted at any time. This will probably remain a mystery; I expect it was done both ways. Dave Lewis told me that he recently saw a car on which a date had been punched into the plate, but that this was the only "dated" '37 or '38 he'd ever seen. Everyone who has worked in a large organization knows that now and then some boss cracks down and insists that things be done by "the book." Typically, this lasts for a while and then the operation reverts to its previous state of sloppiness. This may be the explanation for a few cars having dates but most not; at any rate, it's the best I can think of.

REPAIRING DOOR HANDLES - ANOTHER TWIST

By Tony Weiss (#647)

The reprint in Vol. VIII, No. 1 of Paul Culp's "How to Handle Door Handles" reminded me that I had previously read and used the information. Most of the repaired handles stayed upright, and this really improved appearance. However, one did not hold up.

Inserting the shaft in a vice and twisting back into alignment is not the complete fix. The shaft is a press fit to the handle, and twisting does not bend the shaft, but rather rotates the shaft in the handle. This may make it loosen. After alignment, a hardened pin should be press fit through the handle and shaft by a machine shop. Even the locking handle can be repaired in this way by locating the pin off-center to clear the lock operating rod which passes through the shaft. My repair has so far held up so well that it has not been necessary to have a little kid stand on the running board to hold the handles up.



View of Tony Weiss's fine '38 Special shows no sag in door handles and no kinks on running board.

'37 40-60 SERIES FUEL TANK REPLACEMENT

By Joe Bowles (#612)

I found during a trip to my local junkyard that a 1972 Chevrolet Nova gas tank is just the right size and configuration to fit '37 40 and 60 series cars. (At least that's what was written on the tank in "junkyard yellow.") It is probable that the same tank was used on other GM cars from the early 1970s. The rear filler pipe on the '72 tank must be removed and the hole closed up, and a new filler pipe constructed to match the original. I used the top half of the '37 filler pipe and made the bottom half from exhaust pipe bent on a tubing bender. The sending unit mounts in the same place, but I needed to drill a few new holes and install threaded inserts in the '72 tank. It is best to leave gas tank work to a professional.

EDITOR'S NOTE. This promises to be a big help. I knew there was a junkyard item out there somewhere; we just needed someone to find it. Since a new filler neck must be made in any event, the Chevy Nova tank will probably work on '38s as well. ('37s fill from the right side of the car, '38s from the left.) '37 40 and 60 series tanks are a bear to take out and put in. The Shop manual tells how to do it, but things don't seem to work the way the instructions say they will. In trying to take the tank out of my old '37 Special, I ended up taking the whole right rear fender off, although you're not supposed

to have to do this, and cutting a section out of the filler neck, which I replaced with heavy rubber tubing; this worked and made things easier. The rubber tube is apparently made for gas filler assemblies, and a decent auto parts store should be able to get it for you. One problem: the stuff comes in three-foot lengths, which will give you much more than you need, and is expensive. Tanks that are leaky but structurally sound can be repaired by applying fiberglass over the surface; obviously the tank should be boiled out first. I did a whole tank this way — top and bottom — and if the work is carefully done, sanded smooth, and painted, it does not look bad.

MORE SUPPLIERS

After I made up the list that appeared in the last issue, several more names occurred to me. I have not personally dealt with all of these, but have heard nothing bad about them. In addition, there are of course the more well-known suppliers who advertise consistently in the BCA Bugle, Hemmings Motor News, etc.; I assume you know who they are, and have your own opinions of them, but if not, give me a call. It may be noted that the firms which advertise in The Torque Tube offer fine products and services, and you are encouraged to patronize them.

Various mechanical
parts; send SASE for
'37 & '38 Buick lists

D. C. Car
4062 Stage Ct. #3
Placerville, CA 95667
916/622-9109

Exhaust systems;
write or call
for prices

Burt Waldron
Box C
Nottawa, MI 49075
616/467-7185

Dash glass reproductions

Scott Young
332 Devon Dr.
San Rafael, CA 94903
415/479-9317

'37 Shop Manual & Owner's
Manual (quality repros;
\$45 and \$25)

E. J. Serafin
Valley Rd.
Matinecock, NY 11560

Suspension parts

Edwards Bros.
14223 Hawthorn Ct.
Fountain Hills, AZ 85268
602/837-9274

Sidemount hardware
(repros)

John Maier (#594)
2429 Bethany Rd.
Anderson, IN 46012
317/642-3094





PARTS EXCHANGE



PARTS FOR SALE

FOR SALE: ALL 1938

Pair, plain front fenders, 80-90 series, no rust ever. Will trade for left front welled fender with no rust or will sell right front welled fender, no rust ever. 3 stainless nose pieces, no tears, some dents, from \$75 to \$125 each. 3 steering wheels: one has been chrome plated with horn ring; one has horn ring needs chrome; one has no horn ring needs chrome; all need plastic, \$100; \$50; \$25. 3 clocks: one has new glass & replated bezel, runs but may need cleaning; one runs but needs cleaning; one good for parts: \$50; \$20; \$10. Glove compartment door, \$10. Rear shade roller & hardware, 80-90 series, \$20. Dome light complete, 80 series, \$50. Pair, fender lights, good, no lenses, \$100. Set, opera seats for Special sport coupe, \$75. Steering column, 40 series, \$25. Misc. stainless strips, send SASE with wants. Set, frame hardware for sidemounts, complete, 80-90 series, \$300. Sidemount wheel retaining plate, 80-90 series, \$25. ALL PRICES PLUS SHIPPING. Will not ship fenders, but can deliver to BCA National in June. NELSON JONES (#611). 108 St. Leo Drive, Cahokia, IL 62206. 618/337-4313

'38 series 60 non-welled right front fender, \$125; '38 series 60 non-welled left front fender (appears to be a '37 fender modified to fit '38), free; NOS horn button cap (has BUICK EIGHT and crest with chrome & cream-colored plastic) Group 2.820, part 263933, exchange for NOS '38 trim piece; 1928-49 Buick master body parts book, \$55. THOM SCHUTTISH (#6). 460 Duncan St., San Francisco, CA 94131. 415/285-8217.

Pair, 1937 fender lights, lenses and inside bulb holders missing, \$10 each plus shipping. DENNIS KLUBERTANZ (#757). Rt.1 Box 323, Porterfield, WI 54159. 715/732-4647.

1937 80-series front fenders, trunk, bumper, head light wells, door handles, tail lights, trunk lights. DAVID SELLERS (#707). Box 288, Warren, VT 05674. 802/496-2726.

'37 40-series trunk-back sedan window garnish moldings (a few may be missing); if you want to do your own woodgraining, use these for practice, \$10 lot; '37 40-series wiper motor, needs rebuild, \$20; '37 40-series rods (8), good used, \$30 set; '37 40-series front, rear shocks, front end parts, other odd shit, some used, some new, call or write your needs. Call or write even if you don't need it for chatter and free advice--worth all you pay! BILL OLSON (#427). 842 MISSION HILLS LANE, COLUMBUS, OH 43235. 614/436-7579.

NEW DASH PANEL DECALS for 1937 80-90 series cars.
Kit includes: 1 practice decal 7"x14"; 2 12"x14" decal sheets;
full size pattern; instruction sheet. \$85.00 plus shipping.

TOM ALDERINK (#735)
619 W.23 St.
Holland, MI 49423

616/396-3183
616/392-1761

BUICK TORQUE BALL SEAL KITS. include shim gaskets, cork packing, instruction sheet and a tube of silicone. Will fit 1937-38 all series. \$29.95 postpaid. (NJ residents, add 6% sales tax.) Send check or money order with name and address; year and series of car. Please allow 2-3 weeks for delivery.

JECC, Inc. (Jerry Pasquariello #643)
P.O. Box 616
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BUICK STANDARD TRANSMISSION GASKET KIT. All gaskets and seals needed when rebuilding or resealing your transmission. Will fit 1937-1938 all series. \$16.95 postpaid (N.J. residents add 6% sales tax.) Send check or money order with name and address; year and series of car.

JECC, INC. (Jerry Pasquariello, #643)
P. O. Box 616
West Patterson, NJ 07424
201-890-6982

PARTS WANTED

WANTED: Unrestored Pilot-Ray or Trippe driving lights or parts.
JIM WALLACE (#283). 16438 Gillmore St. Van Nuys, CA 91406.

WANTED: 1937 80-series: radiator, gastank, gear shift knob, sidemount hardware, steering shaft, horn brushes, spark plug cover. DAVID SELLERS (#707). Box 288, Warren, VT 05674.
802/496-2726.

WANTED: 1937 Trico repair kit for SK-24 wiper motor (part no. 4032952)--specifically need new paddle assembly; fender light lens retainer--the chrome plated center piece. PAUL CLARK (#774).
1695 Three Lakes Dr., Troy, MI 48098. 313/879-6977.

WANTED: Sidemount face plate--1938 series 40. ART SOMMERS (#464).
P.O.Box 625, Brick, NJ 08723. 201/938-2495.

WANTED: 1937 series 90: very good to excellent grille & front nose trim. BOB HAMRO (#775). 3241 Williams Rd., San Jose, CA 95117.
408/246-0239.

WANTED: For 1937 model 46-C: defroster, dash inlet & outlet parts, (must fit "Master" heater); original split rear window frame for folding top. CRAIG ALLEN (#746). P.O.Box 365, Laurel, FL 34272.

NOTE: One or two members asked me to run ads for three issues. Unfortunately, I mislaid my notes of which ads these were. If you would like a previous ad repeated, please let me know.

- Bill

WANTED: For 1937 Century 4-door convertible, need complete DeLuxe heater & defroster assembly. PETER HOROWITZ (#21). 85-89 Chevy Chase St., Jamaica, NY 11432. 718/454-9083.

WANTED: For 1938 Special conv. coupe: oval rear window frame, 8½ x 32; sidemount lockplates; fenderwell hinge brackets with carrier braces and frame to well brackets; rumble seat and back cushion; base and handle for jack; auxilliary radio drum-type speaker; left and right door window chrome frames with inside lower brackets to assemble to doors; U-shaped grille guard; rear bumper hinged trunk guard; 2 NOS hub caps; NOS or excellent pair Guide 6 11/16" foglamps with brackets. ABE GOLDBLATT (#535). 111 Colony Dr., Hampden, MA 01036. 413/566-5558 after 6 PM, EST.

WANTED: 1938 Buick literature, including The Buick Magazine, Oct. 1937-Sept. 1938 and McLaughlin-Buick. Originals only. Send list or call 301/551-7236 5PM-9PM EST. DAVID BYLSMA (#117). 7747 Siden Dr., Hanover, MD 21076.



CARS FOR SALE • WANTED

CAR FOR SALE: 1937 80-C, Body # 404, U.S. model. Over 50% restored, 99% complete. 20 years of collecting NOS parts and many nice used pieces for this project. Price \$27,500 U.S. firm. Will not part cut. For further information please write to ROBERT L. JAMES (#371). P.O. Box 531, Whitby, Ontario, Canada L1N 5V3.

CAR WANTED: 1938 Century coupe (model 66-S). Must be nice original or proper older restoration. CRAIG ALLEN (#746). P.O. Box 365, Laurel, FL 34272. 813/485-2364, 6-11 PM, EST.

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Engine Supports

Pad, front engine support. Replaces #1271631. Upper only 2/car.

B-0229 \$19.50/pr.

1934-38 Pad, engine support, front, lower, as required. Revulcanizing service only for #1295255 & #1305582. Send in your old cores and allow 3 weeks. All models.

B-0234 \$62.20/pr.

Support assembly, engine, rear. Replaces #1297662. Revulcanized to new condition using your old steel plates. Please send both steel plates from your old supports (4 pieces total). Allow 3 wks. for delivery. Series 40 only.

B-0235 \$93.00/pr.

Support, engine, rear. Revulcanizing service. Replaces #1297962. Your original steel parts cleaned, blasted, and remolded to new rubber. Be sure to send in both parts of each mount. Allow 3 weeks for this job. Series 80 and 90.

B-0256 \$93.00/pr.

Insulator/support, engine, rear at bell housing. Replaces #1297663. New rubber vulcanized to your old steel core. Send in cores and allow 3 weeks. All Series 60.

B-0289 \$102.30/pr.

Transmission Mounts

1937 Pad set, transmission support. Replaces #1292970. Special resilient rubber. Use your original channel, plate and cap. 1 set (2 pad per set) per car. Series 60, 80, 90.

B-0257 \$48.40/set

1937 Pad, transmission support. Replaces #1297169. 2 per car. Series 40.

B-0228 \$15.70/pr.

1938 Pad, transmission mounting upper and lower. Replaces #1305964 upper, and #1302573 lower. Revulcanizing service only. Send in your original steel plates and tube and we will revulcanize with top quality rubber to new condition. Allow 3 weeks. Series 40 only, with standard transmission.

B-0312 \$48.40/set

1938 Pad assembly, transmission support, lower. Replaces #1302573. Revulcanizing service only. New rubber vulcanized to your old steel core. Send in old plate and sleeve and allow 3 weeks. All Series 40.

B-0296 \$22.50/ea.

1938 Insulator blocks, transmission support, upper and lower. These blocks aren't vulcanized to steel, but are installed in shells at time of assembly like original. Replaces #1305236, 1304840, 1310645, 47. Series 60, 80, 90.

B-0335 \$27.20/pr.

Vulcanized Windshield

1937 Vulcanized windshield weatherstripping channel. Series 90 WITH reveal molding. (Order C-0159 or C-0059 division bar gasket separately).

C-0566 \$53.90/ea.

1937-38 Vulcanized windshield weatherstripping channel. Series 40 and 60 closed cars WITHOUT reveal molding. (Order C-0159 division bar gasket separately).

B-0250 \$60.50/ea.

1937-38 Vulcanized windshield weatherstripping channel. Series 40 and 60 convertibles WITHOUT reveal molding. (Order C-0159 division bar gasket separately).

C-0601 \$53.10/ea.

Division Bar Gasket

1937 Gasket set, windshield division post, inner and outer, also acts as retainer for outer division bar chrome molding. Replaces #4065086. Steel core, threaded as original for screws. Ser. 80C conv't. Sed.

B-0301 \$38.50/set

1937 Weatherstrip, windshield divider post, outer, steel core. Acts as retainer for outer chrome. Similar to C-159 but shorter (12" OA). Series 90.

C-0486 \$38.50/set

1937-38 Gasket, windshield division post, inner and outer, also acts as retainer for outer division bar chrome, molding. Steel core, threaded as original for screws.

C-0159 \$26.10/set

1938 Gasket set, windshield divider post. Replaces #4083790-91, inner and outer. 2 piece set with screw holes and pilots. Series 80 & 90 (except convertible).

C-0247 \$27.20/set

Vent Window

1937 Vent window weatherstrip. Styles 4829.

C-0038-A \$73.20/pr.

1937-38 Vent window weatherstrip. Series 40 and 60 (except for convertibles).

C-0038-AE \$65.50/pr.

1937-38 Vent window weatherstrip. Series 40 and 60 convertibles.

C-0038-G \$66.50/pr.

1938 Vent window weatherstrip. Series 80 and 90 convertibles.

C-0038-C \$71.50/pr.

1938 Vent window weatherstrip. Series 80 & 90 closed cars.

C-0038-Q \$73.20/pr.

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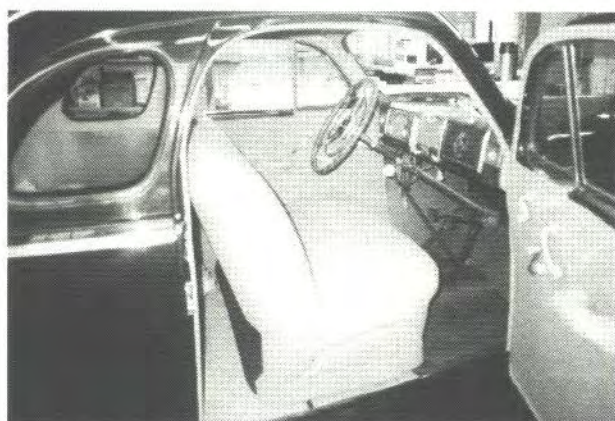
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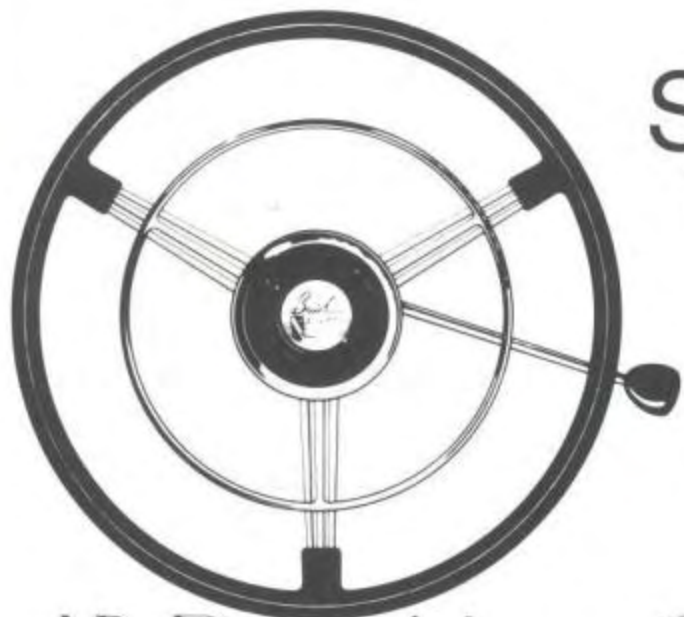


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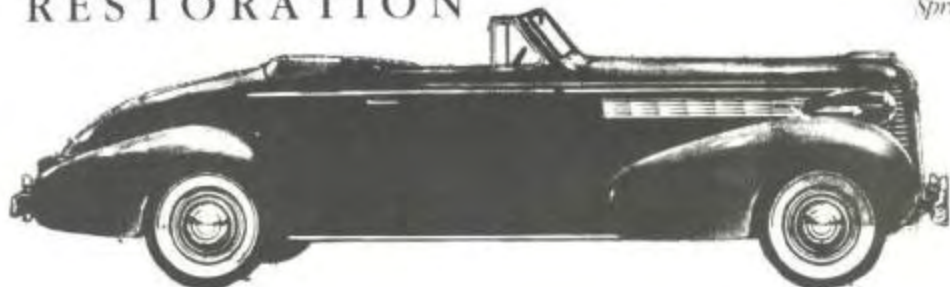
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